

## NEW YORK HERALD

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The New York Herald was founded by James Gordon Bennett in 1835. It remained the sole property of its founder until his death, in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which remained in his hands until his death, in 1918. The Herald became the property of Frank A. Munsey, its present owner, in 1920.

FRIDAY, JUNE 24, 1921.

## Down and Out Strikers.

With the strike in the Cramp shipyard at Chester, Pennsylvania, still in full swing the plant itself is running at just about full force capacity. Moreover, J. H. MULL, the president of the company, is authority for the statement that the workers are 30 per cent. more efficient than was the case before the strike began, as shown by the increased yard output.

The efficiency increase, according to Mr. MULL, is largely due to the elimination of dead wood from the working force. And right there is a sad feature of this particular strike, one, however, which is only too often characteristic of similar labor controversies. Men old in years and in the service of the company are down and out. Many of them would soon have been eligible to pensions had they remained at work. Now their employment is gone and the pensions on which they might have lived in their old age are gone likewise. Their places have been filled with younger men. The age average of the 5,400 Cramp employees before the strike was 55 years. Now it is 35 years.

The labor union can do nothing for the strikers in mass, for the strike threw the whole labor union out. From a closely unionized concern Cramps has become an open shop. It is filled with new and younger blood. It is unshackled from muscle binding union rules and restrictions. It is going to stay so.

## Bank Rates Coming Down.

Precipitate action of the Bank of England in reducing its rediscount level to 6 per cent. following a similar reduction by the Federal Reserve Bank of New York last week is an other concrete example of the ingrained faith of English bankers in cheap money and their firm disbelief in the efficacy of high bank rates to facilitate readjustment in abnormal times like the present.

In ordinary times if the British pound had been falling in value as it has been for several weeks, and if prices in England were still above those in America and credit was scarcer there than here, a high rediscount rate of the Bank of England would be sound and justifiable. But these are not ordinary times.

Before the 7 per cent. bank rates in England and America had been established last year the Right Hon. REGINALD McKENNA, chairman of the largest bank in the world, and former British Chancellor of the Exchequer, recorded his opinion of high interest rates as a deflationary influence by saying that "while the bank rate should be at such a level as not to encourage the discounting of foreign trade bills in our market, to raise it above this point may in existing circumstances injure rather than benefit our exchange, for dear money adds to the cost of production, and every addition to cost hampers our export to those foreign markets in which we have to meet serious competition."

This meant of course that the English bank rate must be the same as the American discount rate. If it were lower foreigners would borrow in London and deplete the funds available for British trade. If it were higher British trade would be hampered by the heavier carrying charge represented by interest rates, and the benefits of the higher exchange value of the pound and the larger foreign balances drawn to London would thus be nullified.

The practice urged by Mr. McKENNA is being closely followed by the Bank of England. Great Britain will go into the coming winter with a coal shortage of at least 75,000,000 tons; her merchants will have as large stocks of unsold merchandise on hand as at the corresponding time in 1920, or larger; prices in England are still 110 per cent. above the 1914 level, while our prices are now up less than half that much; the British note circulation gold ratio is only 37 per cent., while ours is 85 per cent.; the Bank of England ratio of reserves to liabilities is 14 per cent., while ours is 56 per cent.

By every canon of ordinary banking a high discount rate in England

should be employed to discourage borrowing, reduce circulation, force liquidation and draw increased gold reserves from abroad. But the necessities of the Government for borrowed funds cannot be diminished by high interest rates. These only serve to increase the burden on the public treasury.

Neither can liquidation be forced when there is no market; stocks of goods have to be carried no matter what the charge for capital with which to do it. Gold cannot be drawn from abroad when there is no responsive gold market. In short, the remarks of Mr. McKENNA a year ago on the inefficiency of high bank rates hold true to-day.

The world movement toward lower interest rates will eventually bring about 4 to 5 per cent. wages for capital. This will be all to the good as an influence for lower costs and lower prices.

## The Wreckers.

SAM GOMPERS' American Federation of Labor again declares for Government ownership and operation of the railroads. Evidently it takes the labor union politicians a long time to wake up to the fact that the American people know when they have had enough. The railroad wreck and ruin wrought under the two years of Government operation by throwing billions of dollars of political subsidy into the labor union lap will last this country for a long, long time.

Meanwhile the details of that railroad wrecking come out with shocking exhibits. A few days ago THE NEW YORK HERALD discussed figures taken from the testimony of L. E. WETTING before the Senate Interstate Commerce Committee covering the laying of rails during the two years of Government operation and during the preceding three year test period. It was shown in that editorial article how the Federal administrators put down fewer rails, by thousands of tons a year, than the private owners had put down. But Government ownership poured more money into the work by hundreds of millions of dollars, chiefly in war inflated wages, than it had cost the private owners to lay a vastly greater quantity of rails.

There is the same ruinous story to tell of ties and ballast. The annual average of switch ties in the test period was nearly 173,000,000 running feet; during Government operation it was 168,000,000 feet. Bridge ties in the test period had averaged 65,600,000 feet a year; under Government operation they averaged only 47,500,000 feet a year. In the test period all other ties, counted not by feet but by numbers, averaged 53,885,000 a year. Under Government operation the figures fell to an annual average of only 71,300,000.

But the cost of getting down the Government operation ties, fewer by millions of feet and millions of ties than under private ownership, averaged \$73,500,000 a year, against \$58,135,000 in the test period.

Rails and ties were not the only default on maintenance of ways. After the properties had gone back to the private owners they found the tracks had been so skimped on ballast that it was necessary to use 19,118,553 yards in 1920 to get the roadbeds back into condition. Government operation having applied in 1919 only 17,518,791 yards and as little in 1918 as 14,796,252 yards.

The very foundation of the railroad is ballast, ties and rails. The carrier cannot give good service to the public, it cannot be safe for the public, it cannot continue to be a railroad without a sound foundation of ballast, ties and rails.

Yet when in the war emergency the United States Government was operating the roads under such a pressure of traffic as they never had known before, when it was straining and racking them to the last ounce of their strength, when the very life of the nation depended upon keeping the national transportation system up to the superlative work demanded of it, the Federal administrators were letting that very foundation of the roads fall down. And all the while spending vastly for maintenance of ways and structures—\$233,000,000 more in 1918, \$344,000,000 more in 1919 than the annual average of the test period—without getting a fair return for it.

What a merciful turn of Providence it was that the railroads of the United States stayed no longer than they did stay in the hands of the Government for labor union loot!

## Women With "Hands."

Women have been more than ever conspicuous in the saddle at the open air horse shows held recently. It has long been the habit of women to show saddle horses, and the experts among them could hold their own with the best of the men, but the jumping classes were until a few years ago confined to the professionals and an occasional amateur among the men. Nowadays there is scarcely a jumping class where women and girls do not outnumber the men two or three to one. Their skill is shown by the manner in which the most headstrong of the jumpers usually behave in the hands of these slips of girls. Horses which would fight a professional are docile under their manipulation, and all because of the gift of "hands."

The possession of "hands" is something akin to genius. "Hands" make riders, male or female, great. They are instruments which they employ in gaining the confidence of their mounts. Many horses expect rough treatment from those who ride or drive them. They are ready to resent it, and the more highly mettled they are the harder they will fight.

Every community of horse lovers is familiar with the runaway or incorrigible horse who yielded to the gentle pressure of the woman with "hands" who fearlessly undertook to ride or drive the beast. Conveying her wishes by a sort of telegraphy through the mouth of the animal, she first gained the confidence and next the obedience of the outlaw, thus furnishing a lesson which the sterner sex would do well to take to heart.

## W. C. Reick's New Field.

In taking over the presidency and management of the *Journal of Commerce* WILLIAM C. REICK will bring to that very fine business newspaper the varied experience and seasoned capacity of a newspaper man who for many years has been prominent in the first rank journalism of New York.

Long at the head of the news department of THE NEW YORK HERALD and THE EVENING TELEGRAM when they were owned by JAMES GORDON BENNETT, Mr. REICK became very well known in the life of New York. In 1906 he bought an interest in the *New York Times* and became actively associated with Mr. Ochs in the direction of the *Times*. Some time after the death of WILLIAM M. LAFAYETTE THE SUN and THE EVENING SUN passed into Mr. REICK's control, where they remained until Mr. MUNSEY bought them in June, 1916. Since then Mr. REICK has been associated with the management of Mr. MUNSEY'S New York newspapers.

Mr. REICK'S managing control of the *Journal of Commerce* with the promise thus reflected for the future of that already substantial property will be a gratification to all newspaper men who appreciate the value to their profession of the journalism which adheres to high standards.

## Engineering From Aloft.

The experiment in topographical study from an airplane as a preliminary to a survey for railroad construction in the Philippines was a great success. The Manila Railroad Company proposes extending its line to Bayombong. This would run it through parts of the provinces of Nueva Ecija and Nueva Viscaya, both of which are thinly populated and difficult of access. Neither satisfactory maps nor comprehensive surveys were to be had.

There were three possible routes to be tested as to their relative availability by the slow and costly process of actual survey. As our military authorities are much interested in the proposed railroad extension the commanding officer readily gave his consent to the use of a Government airplane when the experimental observation flight was suggested.

Sitting in the gunner's cockpit of a plane the engineer, equipped with photographing apparatus, was carried over the entire territory involved. His observations resulted in the immediate elimination of two of the proposed routes and the selection of the one to which the survey will now be confined.

In one day there was thus done the work that it would have taken many months and thousands of dollars to accomplish. This method may aid much in engineering. In mountainous and heavily timbered country, as in Alaska, for example, where maps are either inadequate or non-existent, flights over proposed lines of road construction would avert many long drawn out and expensive tentative surveying efforts. Even in regions comparatively well mapped and neither so rugged nor so intricate as the Philippine territory aerial observation flights may well prove time and money savers.

## German Red Leader Convicted.

The most striking and in many respects the most interesting individual in the struggle between the communists and conservatives in Germany following the armistice was Max Holz, who was sentenced to penal servitude for life at Berlin Wednesday. Holz came into prominence in Saxony at about the time BELA KUN was in the ascendancy in Hungary and LENINE'S agents were at the head of the communistic groups in Bavaria. His plan was to control Saxony, gain the support of the Hungarian and German communists and affiliate all with the Moscow Soviet. He considered himself the leader of communism outside of Russia; he was fond of referring to himself as one in the group "of our leaders, ROSA LUXEMBURG, LIEBKNECHT and JOCHIMSKY," and he was proud of the title of "the German Robin Hood," given to him by Saxon peasants. But when he was brought to court he was tried as a common highway robber on the charge of murder, arson and most of the other offenses in the calendar.

Holz began his interesting two year career as an aggressive communist by the occupation of the old castle of Falkenstein in southern Saxony and then raiding the neighboring estates and dividing the loot among his followers and the peasants of the neighborhood. His forces increased rapidly in strength and he captured several of the large manufacturing towns, Merseburg, Sangerhausen and others, and finally established his authority over the entire mountainous Vogtland on the Czechoslovak frontier. His proclamation of "Dictatorship of the Proletariat" was as follows:

"I have occupied this town with my troops and herewith proclaim proletarian martial law. That is to say, every bourgeois who does not obey the orders of the Supreme Military Commander will be shot. The ill opened her chalice white, And the rose her heart of red, And the jasmine lifted her vials rare From the dewy vine that she loved, But the dew went by to the myzonnette That grew by the garden wall, 'A whiff of your fragrance, please,' he said, 'You're the sweetest flower of all.' MINNA LEVING.

moment I hear the Reichswehr are on the march I shall at once set the whole town afire and slaughter the bourgeois without regard for age or sex."

He remained a power after BELA KUN and the Munich communistic rule had fallen, and became the most formidable communist leader in Germany. But he mistrusted his own strength. When the Reichswehr or security police really appeared in force his followers deserted him and he fled over the border into Czechoslovakia. He might have remained there in safety but he stole back to the Vogtland mountains with the hope of reorganizing an army and fell into police hands.

He had no opportunity to pose as a hero at his trial. The State Attorney declared his policy criminal, he himself a malefactor and asserted that his methods proved his political ideas false and his communism nonsense. "So long as the majority of the German people are against this communistic idea," the prosecutor said, "nobody has the right to impose it on others by violence." The jury took only a few minutes to return its verdict and thus to bring to an end the first trial of a Red army leader caught and tried in Prussia. It seems to have been a good job and to have resulted in a fortunate riddance for Germany.

## Six Meter Boats Go Abroad.

The four able American six meter yachts that are to race four British boats of the same measurement in the Solent, near Isle of Wight, in August, are now being prepared for the voyage across the Atlantic. They will be shipped as cargo.

Since the preliminary races began in May the Gardner designed Grebe has won seven races. It withdrew from another and finished fourth and third in the only other races that it did not win. Sheila and Genie, both Burgess designs, each took a first in two races.

The second race, on May 30, ended with the four starters all withdrawn. This does not end the preliminary races to select the four American competitors. WILLIAM FIFE has designed a boat to be built in England for JOHN PARKINSON of Boston, and the four American craft will have to be tested against FIFE's product.

Although their racing length is approximately 20 feet, the dimensions of the four American boats now being prepared for shipment abroad vary greatly. Grebe is 30 feet 8 inches over all, 7 feet 4 inches beam, 5 feet draft and carries 490 square feet of sail. Sheila is 27 feet 1 inch over all, 7 feet beam, 5 feet draft, and has a sail area of 475 square feet. Genie is 27 feet 1 inch over all, 7 feet beam, draws 5 feet and carries 515 square feet of sail. Montauk has the extreme length of 33 feet over all, is 7 feet beam, draws 5 feet and carries 505 square feet of sail. In weight these four boats range from the 7,500 pounds of Grebe to the 9,000 pounds of Sheila, Montauk and Genie each weighing 8,000 pounds.

In England sixteen six meter boats have been built for this series of races. Eight were designed by CHARLES NICHOLSON, who produced the latest of the Shamrocks; four by FIFE, and others by MYLNE, GLENN-COATES and W. P. BURTON. Mr. BURTON was the amateur skipper of Sir THOMAS LIPTON'S Shamrock IV. Maybe the American yachtsmen will be able to stem the string of defeats our amateur sportsmen are meeting with abroad and bring home the cup they have set out to win.

In restoring EDWARD M. MORGAN to the postmastership of New York city, as he purposes to do, President HARRING will be putting back into the service a man who knows the mail distributing and collecting job from the bottom up. Mr. MORGAN climbed the ladder of promotion rung by rung and might have remained assistant postmaster indefinitely, regardless of changes in Washington. He took the postmastership, however, and politics decreed his removal. Now he is to go back, and a great many men and women of New York will be glad to see an old friend in an accustomed setting once more.

Summer has started off as if it had decided to give nobody a chance to describe its weather as unseasonable.

Every business man at his nice cool desk pities those hard working golfers who toil in the sun at St. Andrews. The Street Cleaning Department parade yesterday gave the town a chance to see in a body a fair representation of the men and machinery of one of its essential and constantly hard working departments. There is nothing picturesque about the street cleaner's life, but it involves serious dangers of accident as well as unseasonable labor. It is only fair that the community should get a glimpse of its faithful white wings on parade occasionally.

An American in Paris has been robbed by two American confidence men. This is carrying hands across the sea altogether too far.

## Mignonette.

The dawn-wind into my garden came And spoke to the flattered flowers—"I seek," he murmured, "a choice perfume." The best in your vernal bowers, To bear to an open window where An invalid sits all day. And prices again in the morning dew Among his plants to stray."

The lily opened her chalice white, And the rose her heart of red, And the jasmine lifted her vials rare From the dewy vine that she loved, But the dew went by to the myzonnette That grew by the garden wall, 'A whiff of your fragrance, please,' he said, 'You're the sweetest flower of all.' MINNA LEVING.

## Donegan Answers Hopper.

He Can't Find a Man for This \$4,000 Job.

TO THE NEW YORK HERALD: In an interview in THE NEW YORK HERALD on June 19 Mr. John J. Hopper criticizes me for failure to make an appointment to the position of title examiner in the Register's Office, created by the Board of Estimate two years ago, at a salary originally of \$2,500 and now of \$4,000.

That position can only be filled, under decisions of the courts, by a person who had passed the State bar examination and a State Civil Service Commission examination, and no person has presented himself for appointment who has passed the necessary examinations according to the latest rules of the Court of Appeals and of the State Civil Service Commission.

The theory of Mr. Hopper seems to be that the providing of what he calls "bookkeeping machines" would necessarily bring a large influx of applications under the Torrens system. The Land Title Registration act went into effect on February 2, 1909. Register Frank Gaas on July 13, 1909, asked for an appropriation of \$45,500 for the year 1909 to carry out its provisions. The Board of Estimate in the budget of 1909 included in a special appropriation for land title registration "the salaries of positions established pursuant to the provisions of Chapter 144 of the laws of 1908, . . . \$10,000." By October 6, 1909, however, the Register had been convinced that no such amount as he had asked for in January was necessary, and wrote to the Board of Estimate asking that \$7,400 of the \$10,000 be transferred from the Land Title Registration fund to the salary fund of recording clerks and on the report of Controller Metz that request was granted.

In the budget for 1915, the first year for which Register Hopper submitted a departmental estimate, the appropriation of \$2,800 for carrying out the purposes of the registration act was discontinued and no sum whatever was requested by him for "administrative machinery for registration." Some others on the Olympia will be Mr. Clement A. Griscom 3d, Mr. Lloyd C. Griscom, Mr. Bronson W. Griscom, Mr. Howard S. Borden, Mr. John C. Borden, Mr. and Mrs. Clarence C. Chapman, Miss George Ineslin, Dr. and Mrs. E. D. Keyes, Jr., Mr. W. F. Kingsland, Mr. James Roosevelt, Mr. Frank A. Munsey, Mr. and Mrs. Pratt, Mr. and Mrs. Harold I. Pratt, Mr. and Mrs. Lewis V. Preston, Mr. and Mrs. Louis F. Slade, Mr. James Speyer, Mr. and Mrs. J. Rich Steers, Mr. and Mrs. E. J. Stahl and Mr. and Mrs. Thomas N. Rhineland of New York; Mrs. T. Shaw Sale of Newport; Mr. and Mrs. George B. Dabney.

Also Mr. and Mrs. Harvey Childs 3d, Mr. Blair Childs and Mr. and Mrs. H. Laughlin of Pittsburgh; Mr. Henry J. Crocker, Miss Julia Crocker and Mr. and Mrs. C. Osmond Hooker of San Francisco; Mr. W. Douglas Burden, who will join his parents, Mr. and Mrs. James A. Burden, in England; Mr. Langhorne Gibson, son of Mr. and Mrs. Charles Dana Gibson, and his brother, Mr. and Mrs. George B. Gibson, Jr.; Mr. Post, Jr.; Mr. Alfonso de Navarro, Mr. William Temple Emmet, Miss Katharine T. Emmet, Mr. William Temple Emmet, Jr., Mr. and Mrs. James F. Pratt.

Register, City of New York, New York, June 23.

## The Sheep.

They Take Themselves to the Place of Shearing.

TO THE NEW YORK HERALD: The subway train rolled into the Borough Hall station during the rush hour of the morning. Being on the edge of the platform I managed to squeeze on board, but when the door closed it came near shoving off my nose. At the next station a waiting crowd made a bold dash for place. I ventured to protest. "You see," I said, "there is no room. We are tighter than sheep in a pen." "That's right," piped up a perspiring individual of crusty mien; "you said it. We're a lot of sheep all right." This created a faint, self-conscious smile all round. The train proceeded and when it stopped again the guard announced "Wall street." "All out; all out," piped my crusty neighbor a second time. "Here's where they shear the sheep."

NEW YORK, June 23. MOUTON.

## Palmetto for Paper.

ITS Reproductive Powers Make the Supply Practically Inexhaustible.

TO THE NEW YORK HERALD: I am led to say amen to Joseph C. Sibley's letter in your issue of June 21, "Palmetto for Paper."

There is one thing Mr. Sibley did not mention: It is the rapid reproduction of the palmetto. We can cut this year and in the most of the field it is ready to cut again next year, so that with the reproduction the supply is practically inexhaustible. However, I am glad that Mr. Sibley has called attention to this product from a more scientific standpoint.

WESTFIELD, N. J., June 23.

## Long Spans.

TO THE NEW YORK HERALD: In an interesting editorial article you say the proposed Philadelphia bridge "will carry the longest single span between towers there is in the world . . . 1,750 feet."

Why slight the modest little bridge at Quebec, with its mere 1,390 feet? And it is always well to remember that the Forth bridge has two spans of 1,710 feet each—not merely one.

SIDNEY G. KOON, M. M. E. NEW YORK, June 23.

THE Right Name of Malted Cheese.

TO THE NEW YORK HERALD: In the issue of June 20 your critic in reviewing "Goem" uses the term "Welsh rarebit." Shades of Adam Engel, what are we coming to? Welsh rabbit, young man, Welsh rabbit!

ROBERTSON MARSHALL, WESTPORT, June 23.

## All Hands!

TO THE NEW YORK HERALD: Scrape off barnacles, scrap the junk. Stop all the leaks, cut out the bunk. Get on the job, all get busy. Race the old world to its dizzy.

A. MUGG SINGH, NEW YORK, June 23.

AND They Used to Start a Town With a Graveyard.

Burbank correspondence the Oklahoma. Women of Burbank have had their hands full improving the conditions of this city since the town had fallen, and not until the day they realize that the city of 700 population did not have a cemetery. The nearest burial grounds are sixteen miles distant. The women are arranging to have a funeral home, and they are husband chasing me upstairs and striking me over the head with a straw hat.

## Mme. Curie Sails for Home To-morrow and Mr. and Mrs. Samuel Untermyer.

Other Passengers on Olympic Will Be Justice Pitney

Mme. Curie, the French scientist, will say farewell to America to-morrow and start back to France on board the White Star liner Olympic, taking with her the good will of the American public as expressed intrinsically in the nation's gift of radium valued at \$100,000. Mme. Curie and her two daughters will be accompanied to France by Prof. Vernon Kellogg of the National Research Council at Washington. A delegation of women, who arranged Mme. Curie's visit to this country, will be at the pier to say farewell. The precious radium will be kept in the ship's strong room during the passage.

Other persons of note will be among the great number of seagoers who will sail on board the liner. They will include Justice Mahlon Pitney of the Supreme Court of the United States and Mrs. Pitney, Mr. and Mrs. Samuel Untermyer, Sheriff David H. Knott and Mrs. Knott of New York, Judge Louis D. Gibbs of the Bronx County Court, Bronx county; Mr. James I. Bailey of the American Legation at Christiania and Mrs. Bailey, Mr. Frederick Toppin, vice-president of the International Mercantile Marine Company; Mr. Cyrus H. McCormack of Chicago, Ill., and Mrs. Franklin G. Brown, Miss Sylvia Eldridge Brown, Miss Jane Cowell, the actress; Mr. Ricardo Martin, the opera singer; Mr. Foster Stearns, secretary to the United States High Commission at Constantinople; Mr. Joseph P. Day, the real estate operator; Mr. Harry Bronner, a director of the International Mercantile Marine Company, and Miss Mildred Bronner.

Some others on the Olympic will be Mr. Clement A. Griscom 3d, Mr. Lloyd C. Griscom, Mr. Bronson W. Griscom, Mr. Howard S. Borden, Mr. John C. Borden, Mr. and Mrs. Clarence C. Chapman, Miss George Ineslin, Dr. and Mrs. E. D. Keyes, Jr., Mr. W. F. Kingsland, Mr. James Roosevelt, Mr. Frank A. Munsey, Mr. and Mrs. Pratt, Mr. and Mrs. Harold I. Pratt, Mr. and Mrs. Lewis V. Preston, Mr. and Mrs. Louis F. Slade, Mr. James Speyer, Mr. and Mrs. J. Rich Steers, Mr. and Mrs. E. J. Stahl and Mr. and Mrs. Thomas N. Rhineland of New York; Mrs. T. Shaw Sale of Newport; Mr. and Mrs. George B. Dabney.

Also Mr. and Mrs. Harvey Childs 3d, Mr. Blair Childs and Mr. and Mrs. H. Laughlin of Pittsburgh; Mr. Henry J. Crocker, Miss Julia Crocker and Mr. and Mrs. C. Osmond Hooker of San Francisco; Mr. W. Douglas Burden, who will join his parents, Mr. and Mrs. James A. Burden, in England; Mr. Langhorne Gibson, son of Mr. and Mrs. Charles Dana Gibson, and his brother, Mr. and Mrs. George B. Gibson, Jr.; Mr. Post, Jr.; Mr. Alfonso de Navarro, Mr. William Temple Emmet, Miss Katharine T. Emmet, Mr. William Temple Emmet, Jr., Mr. and Mrs. James F. Pratt.

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